

State of Alaska FY2003 Governor's Operating Budget

Department of Transportation/Public Facilities Central Region Highways and Aviation Component Budget Summary

Component: Central Region Highways and Aviation

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Component Mission

The mission of the Central Region Highways and Aviation component is to maintain, protect, and control the state's highway, airport, and harbor systems.

Component Services Provided

Highways and Aviation maintains and operates 3,729 lane-miles of paved highway and 940 lane-miles of gravel roads, 103 airports, and 226 bridges.

- Provide snow plowing, sanding, de-icing, avalanche control, and culvert thawing necessary to keep designated State roads and airports open to safe winter travel.
- Provide grading, pothole patching, crack-sealing, leveling of heaves and dips, brush clearing, sweeping, dust control, drainage cleaning and repair, fence and guardrail repair, bridge painting and repair, and sign maintenance.
- Operate and maintain road and airport lighting systems such as traffic lights, intersection and road illumination, and runway and taxiway lights.
- Maintain federally mandated security at State airports, including gates and fencing, security agreements and crash fire and rescue service. This has just been increased due to the terrorist's threats.
- Control encroachments onto State rights-of-way and issue driveway permits.
- Maintain harbor facilities not maintained by local community, including breakwaters, floats, and electrical systems.
- Provide statewide winter road and weather reporting on the Internet, the statewide recorded message system, and provide faxes to state troopers, trucking firms, and others.
- Continue operating the Adopt-a-Highway system.
- Provide an active avalanche prevention program.
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Component Goals and Strategies

To maintain and operate Central Region State highway, airport, and harbor facilities in a manner that allow safe and efficient transportation of passengers and freight.

- Evaluate safety and efficiency of operations through training, communication with the public and new technology research.
- Monitor and report highway and airport conditions to all users.
- Turn State gravel roads "black" as well as pavement rehabilitation, crack sealing, and overlay projects.
- Provide snow and ice control.
- Continue to repair and replace guardrail throughout the Region.
- Begin to use new technology such as Road and Weather Information Systems to help maintain the highways.
- Implement higher security levels with airport security officers at King Salmon, Kodiak, Bethel, Unalaska, Dillingham, and Cold Bay.

To safeguard the State's investment in highways, airports, and harbors.

- Provide adequate maintenance by the most productive and cost effective means available.
- Allocate public funds responsibly through the use of private contracts and in-house resources.
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Key Component Issues for FY2002 – 2003

- Airport security is now a major issue following the events of September 11. Requirements for security are changing to comply with FAA-mandated Emergency Amendments to airport security programs. Additional personnel are needed to perform mandated functions such as security management, inspection, law enforcement, access control,

parking area and perimeter patrols, and administrative functions. Along with additional personnel, considerable costs will be incurred to provide remote parking areas, security fences, lighting equipment, access controls and additional security vehicles. The Aviation Security Act will help define Federal requirements for added security and specify whether federal funds will be available.

The Whittier Tunnel opened June 7, 2000 with tunnel operations running well. The most difficult task has been to

- establish schedules that met everyone's needs. The first two years of operation and maintenance of the tunnel are included under the design-build-operate contract to assure that actual operations are in line with design. Although the contractor will be maintaining the tunnel until June 7, 2002, there are additional maintenance costs associated with the highway leading up to the tunnel, parking lots and staging areas. Equipment rental contracts have been put in place for snow removal and two new positions have been filled.

A key issue continues to be protecting Alaska's investment in its transportation infrastructure. The State's

- investments in roads, harbors and airports are eroding each year due to insufficient maintenance. As the transportation infrastructure continues to age, M&O is faced with ever-increasing list of deferred maintenance work. Other demands include increases in the cost of labor, materials, electricity and fuel, the addition of new fees that must be paid to other State and Federal agencies; and finally, the increasing burden of new laws and regulations especially at our airports. The M&O budget has not kept up with these increased demands and is inadequate to sustain basic preventative maintenance of our roads and airports.

Increased costs have been offset to some degree through increased productivity and other efficiencies that are offset

- to a large extent by increased use of federal capital funds. General Funds for capital improvements has dwindled in recent years to insignificant levels. Highways and Aviation has made maximum use of federal highway funding to achieve major improvements of road surfaces by paving gravel roads, overlaying paved roads and crack sealing all paved roads, and repairing bridges.

Brush control is necessary for safety to prevent moose collisions and other accidents due to sight distance

- limitations as well as for aesthetics. If funding and work does not continue annually, any gain is suddenly lost and the three-year rotation cycle for brush cutting will need to start over. If brush cutting is continued, the brush will give way to grass, which is cheaper and easier to maintain. The use of herbicides, which would save considerable money, is not allowed in Alaska.

Major Component Accomplishments in 2001

11 of our 103 airports came under close scrutiny by the FAA as they require FAA Operating Certificates allowing

- use by large aircraft. Each is inspected annually by the FAA. All inspections were passed with minor discrepancies.

Crack sealed approximately 160 miles of highway and repaired many bridges.

- Paved approximately 16 centerline miles of gravel roads.
- Coordinated with borough governments to "Pave and Transfer" small roads. Traded road maintenance responsibilities with local city and borough governments to more efficiently sand and plow snow, paint streets, and clean out storm drains.

Asphalt overlayed approximately 50 miles of highway including National Highway System (NHS), non-NHS, and

- spring breakup projects.
- Federal CIP project funds were used to replace traffic signal heads with more electrically efficient LED heads. This conversion will save money in electric bills for the Anchorage, Mat-Su, and Kenai Peninsula Districts.

Statutory and Regulatory Authority

AS 02 Aeronautics

- AS 30 Harbors and Shipping
- AS 38 Motor Vehicles
- AS 44 State Government
- AAC 13 Public Safety
- AAC 14 Public Works
- AAC 17 DOT&PF
- CFR 14 Aeronautics
- CFR 23 Highways
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Central Region Highways and Aviation

Component Financial Summary

All dollars in thousands

	FY2001 Actuals	FY2002 Authorized	FY2003 Governor
Non-Formula Program:			
Component Expenditures:			
71000 Personal Services	12,554.1	12,349.5	13,309.2
72000 Travel	164.8	95.6	95.6
73000 Contractual	11,844.5	13,781.2	17,742.7
74000 Supplies	5,182.8	4,137.8	5,274.8
75000 Equipment	641.9	0.0	0.0
76000 Land/Buildings	0.0	0.0	0.0
77000 Grants, Claims	0.0	0.0	0.0
78000 Miscellaneous	0.0	0.0	0.0
Expenditure Totals	30,388.1	30,364.1	36,422.3
Funding Sources:			
1002 Federal Receipts	310.3	1,173.1	1,181.4
1004 General Fund Receipts	26,142.6	26,879.7	28,806.2
1005 General Fund/Program Receipts	568.1	605.7	711.3
1007 Inter-Agency Receipts	940.6	80.3	83.6
1026 Highway Working Capital Fund	528.6	0.0	0.0
1027 International Airport Revenue Fund	28.4	462.4	469.9
1052 Oil/Hazardous Response Fund	700.0	700.0	350.0
1053 Investment Loss Trust Fund	40.4	0.0	0.0
1061 Capital Improvement Project Receipts	1,047.9	19.9	3,019.9
1108 Statutory Designated Program Receipts	16.2	93.0	97.0
1147 Public Building Fund	65.0	0.0	0.0
1156 Receipt Supported Services	0.0	350.0	1,703.0
Funding Totals	30,388.1	30,364.1	36,422.3

Estimated Revenue Collections

Description	Master Revenue Account	FY2001 Actuals	FY2002 Authorized	FY2002 Cash Estimate	FY2003 Governor	FY2004 Forecast
Unrestricted Revenues						
Unrestricted Fund	68515	8.0	0.0	0.0	0.0	0.0
Unrestricted Total		8.0	0.0	0.0	0.0	0.0
Restricted Revenues						
Federal Receipts	51010	310.3	1,173.1	423.1	1,181.4	431.4
Interagency Receipts	51015	940.6	80.3	80.3	83.6	83.6
General Fund Program Receipts	51060	568.1	605.7	605.7	711.3	711.3
Statutory Designated Program Receipts	51063	16.2	93.0	93.0	97.0	97.0
Receipt Supported Services	51073	0.0	350.0	350.0	1,703.0	1,703.0
Capital Improvement Project Receipts	51200	1,047.9	19.9	19.9	3,019.9	3,019.9

Description	Master Revenue Account	FY2001 Actuals	FY2002 Authorized	FY2002 Cash Estimate	FY2003 Governor	FY2004 Forecast
Restricted Total		2,883.1	2,322.0	1,572.0	6,796.2	6,046.2
Total Estimated Revenues		2,891.1	2,322.0	1,572.0	6,796.2	6,046.2

Central Region Highways and Aviation

Proposed Changes in Levels of Service for FY2003

Central Region will be taking over maintenance and operations of the Whittier Tunnel on June 7, 2002.

- It is anticipated that the Department will need to hire airport security officers at rural airports to counteract potential
- terrorist attacks.

Summary of Component Budget Changes

From FY2002 Authorized to FY2003 Governor

All dollars in thousands

	<u>General Funds</u>	<u>Federal Funds</u>	<u>Other Funds</u>	<u>Total Funds</u>
FY2002 Authorized	27,485.4	1,173.1	1,705.6	30,364.1
Adjustments which will continue current level of service:				
-Year 3 Labor Costs - Net Change from FY2002	433.6	8.3	17.8	459.7
-Fund source change from Oil/Haz funds to GF for the NPDES Program	350.0	0.0	-350.0	0.0
-Transfer North Kenai Maintenance Station into CR Highways and Aviation component	385.4	0.0	0.0	385.4
-Transfer GFPR to Central Region Leasing for personal services	-10.0	0.0	0.0	-10.0
-Transfer funds for Seldovia Building Lease #2275 to DOA Leasing Section	-1.0	0.0	0.0	-1.0
-Exchange fund sources for rural airports leasing and maintenance programs	14.4	0.0	0.0	14.4
-Exchange fund sources for rural airports leasing and maintenance programs	-14.4	0.0	0.0	-14.4
Proposed budget increases:				
-Add GF/PR authority for Central Region Highway Damages Program	130.0	0.0	0.0	130.0
-Add GF for fuel cost increases	407.0	0.0	0.0	407.0
-Add GF for utility costs at Homer Airport's new sand storage building	18.6	0.0	0.0	18.6
-Add GF for SEF rate increases	188.5	0.0	0.0	188.5
-Add GF for increased cost of rural airport maintenance contracts	130.0	0.0	0.0	130.0
-Add Receipt Supported Services authority and CIP authority for Whittier Tunnel operations	0.0	0.0	3,350.0	3,350.0
-Add CIP Receipt Authority for M&O staff to charge to capital maintenance projects	0.0	0.0	1,000.0	1,000.0

	<u>General Funds</u>	<u>Federal Funds</u>	<u>Other Funds</u>	<u>Total Funds</u>
FY2003 Governor	29,517.5	1,181.4	5,723.4	36,422.3

Central Region Highways and Aviation

Personal Services Information

	Authorized Positions		Personal Services Costs	
	<u>FY2002</u> <u>Authorized</u>	<u>FY2003</u> <u>Governor</u>		
Full-time	160	174	Annual Salaries	9,224,475
Part-time	45	29	COLA	351,911
Nonpermanent	0	0	Premium Pay	897,455
			Annual Benefits	3,609,983
			<i>Less 5.50% Vacancy Factor</i>	<i>(774,624)</i>
			Lump Sum Premium Pay	0
Totals	205	203	Total Personal Services	13,309,200

Position Classification Summary

Job Class Title	Anchorage	Fairbanks	Juneau	Others	Total
Administrative Assistant	3	0	0	2	5
Administrative Clerk III	2	0	0	10	12
Administrative Manager II	1	0	0	0	1
Engineer/Architect IV	1	0	0	0	1
Engineering Assistant III	1	0	0	0	1
Equip Operator Foreman I	3	0	0	5	8
Equip Operator Foreman II	1	0	0	6	7
Equip Operator Journey I	17	0	0	0	17
Equip Operator Journey II	24	0	0	59	83
Equip Operator Jrny III/Lead	3	0	0	46	49
Facilities Manager I	1	0	0	0	1
Maint Spec Etrician Journey II	2	0	0	4	6
Maint Spec Tces Jrny II	1	0	0	0	1
Regnl Saf&Arpt Sec Off	1	0	0	0	1
Safety & Emerg Supp Spec	1	0	0	0	1
Secretary	1	0	0	0	1
Trans Maint Manager II	2	0	0	0	2
Trans Maint Supt I	1	0	0	1	2
Trans Maint Supt II	2	0	0	2	4
Totals	68	0	0	135	203